



Tier II Consultation Meeting Minutes – July 7, 2016

Participants:

Table with 2 columns: Name and Agency. Includes participants like John Donovan (FHWA), Tony Greep (FTA), Michael Leslie (USEPA), etc.

1.0 Call to Order and Introductions

The meeting was called to order at 10:03 a.m. All participants introduced themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes – February 29, 2016

On a motion by Mr. Leslie and seconded by Mr. Pitstick, the minutes of the February 29, 2016 meeting were approved as presented.

4.0 I-355 Veteran’s Tollway at 75th Street

Mr. Patronskey reported that this project had originally been included in 08-08-0012, I-355 Veterans Memorial Tollway from I-88 Reagan Memorial Tollway to 75th St (5476), but was removed due to value engineering considerations. He continued that this project is not federally funded and, since the Tollway wishes to proceed with the project this summer, staff recommends adding the current funding and scope of work to the project in the TIP and conforming it with the analysis to be considered by the MPO Policy Committee in

October. Mr. Guerriero gave a brief overview of the project. There was concurrence in treatment of the project.

#### **5.0 Farnsworth Road at I-88**

Mr. Patronskey reported that this project is currently in final design and the Tollway plans to begin construction later this summer. He continued that staff recommends adding the current funding and scope of work to the project in the TIP and conforming it with the analysis to be considered by the MPO Policy Committee in October. Mr. Guerriero gave a brief overview of the project, reporting that the current full cloverleaf design will be changed to a partial cloverleaf design with traffic signal control and there will be an addition of a pedestrian path as a complete streets component. There was concurrence in treatment of the project.

#### **6.0 Illiana Expressway**

Mr. Heither reported that CMAP has updated modeling of the Illiana to reflect the project's current status. At IDOT's request, project coding was separated into two TIP projects: Illiana Expressway from I-55 to I-65 (12-02-9024) and I-55 from IL 129 to Lorenzo Road (12-16-0027). IDOT intends to proceed with the I-55 project, which has independent utility.

The Illiana Expressway project is modeled to include a toll rate of \$3.90 and a completion year of 2040 while the I-55 project is modeled with a completion year of 2022. Consultation members asked about the toll on the Illiana and Mr. Heither replied that it is modeled as an exit based toll.

The consultation team concurred in this representation of the Illiana and now-separate I-55 project in the travel demand model and TIP.

#### **7.0 Conformity Analysis**

Mr. Patronskey reported that CMAP has updated the source type population input for MOVES to incorporate data from the Secretary of State vehicle registration files, replacing the source type population estimate based on the MOVES default procedure. Ms. Bozic gave an overview of the methods used to update the input. Mr. Patronskey noted that the vehicle registration files are a snapshot in time and would need to be scaled up for future years. He also noted that CMAP is considering using household and employment data to determine vehicle information in the future. Mr. Guerriero asked if the method considered electric vehicles, and Ms. Bozic replied that the Secretary of State vehicle registration files do not indicate electric vehicle status. Mr. Patronskey noted that there are separate vehicle and fuel input tables in MOVES, which should be able to account for electric and hybrid vehicles that will need to be addressed going forward. There was concurrence in the use of the updated input data.

#### **8.0 Fiscal Constraint Procedures in eTIP**

Mr. Pietrowiak reported that the roll-out of the new online eTIP database has provided an opportunity to modify the process for demonstrating fiscal constraint in order to accurately represent the extensive use of Advance Construction by the state of Illinois. He stated that what is being presented was an accounting change and that this change did not increase the federal funds available to program within eTIP. These changes include modifications to the available federal funding for locally programmed fund sources included in the database and the Council of Mayors marks table. However, since phases in advance construction are viewed as commitments, the funding available to program against is unchanged. Mr. Pietrowiak noted that, at any time, there is between \$1.3 and \$1.6 billion in Advance Construction and this new procedure aims to better account for that and increase transparency in the TIP. He continued that CMAP has notified implementers as well as FTA and FHWA of the change. Mr. Donovan stated that FHWA appreciated the change in procedure. There was concurrence with the methodology for demonstrating fiscal constraint and changes to the Council of Mayors marks table.

#### **9.0 Ozone attainment status**

Mr. Bloomberg reported that air quality monitors recently recorded violations, so IEPA cannot request redesignation of the Chicago region under the 2008 ozone NAAQS and will remain designated as moderate nonattainment. He continued that IEPA must submit an attainment demonstration to USEPA by January 2017. Mr. Leslie reported that there will be a budget in the attainment demonstration, and the hard part of the process is making sure the budget from the attainment demonstration will also suffice for conformity. Mr. Patronsky reported that CMAP will work with IEPA in creating suitable budgets. Mr. Bloomberg reported that under the 2015 NAAQS, the Chicago region is already in violation, as expected. He continued that IEPA will recommend non-attainment areas in October and USEPA will propose non-attainment areas in June 2017. Following a 120-day public comment period, non-attainment areas will be finalized in October 2017. Mr. Patronsky asked if there is a comment period for IEPA's draft SIP submission. Mr. Bloomberg replied that there is no official comment period but IEPA will be giving a presentation in the Chicago region and other affected areas to explain the recommendations, and there is a public comment period after USEPA proposes the non-attainment areas. Mr. Pitstick asked the date in which the monitors recorded a violation and Mr. Bloomberg responded that it was during early to mid-June.

#### **10.0 Revocation of 1997 PM<sub>2.5</sub> standard**

Mr. Leslie reported that the revocation of the 1997 PM<sub>2.5</sub> standard is anticipated to be published in August and be effective 60-90 days after, with official revocation by the end of this year.

#### **11.0 Updated Transportation Conformity SIP**

Mr. Leslie reported that IEPA is pursuing updating the Memorandum of Understanding (MOU) for the conformity and consultation processes. The parties to the MOU will be the agencies that participate in consultation in the CMAP region. The equivalent agencies in

the East St. Louis region also need to have an MOU. It is undecided at this time if there will be separate agreements for the two areas, or a single agreement. The agreement(s) will be submitted as a SIP revision.

#### **12.0 Final Planning Rule**

Mr. Patronsky reported that FHWA and FTA have issued a [final rule](#) on metropolitan and nonmetropolitan planning. Mr. Donovan stated that FHWA is still researching who needs to be party to agreement in this region. He continued that AMPO and AASHTO requested an extended public period, which has been unofficially denied. Mr. Patronsky gave a brief overview of a proposed rule on [MPO coordination and planning area reform](#), noting that the rule would require metropolitan planning areas to include the entire urbanized area. He continued that multiple MPOs serving different parts of an urbanized area would be required to have joint long range transportation plans, TIPs and performance measures, noting that the Chicago urbanized area extends into Indiana where planning is done by the Northwest Indiana Regional Planning Commission. It was also noted that the Round Lake Beach urbanized area extends into Wisconsin and it is unclear how coordination between CMAP and the Southeastern Wisconsin Regional Planning Commission will be affected.

#### **13.0 Major Capital Project Updates**

Mr. Patronsky reported that a brief update on the status of Major Capital Projects is available on the Transportation Committee [minutes page](#).

#### **14.0 Other Business**

There was no other business.

#### **15.0 Public Comment**

Mr. Guerriero noted that there is a debate in the electric power industry about the potential shutdown of eleven nuclear reactors statewide. If those shutdowns occur, it may impact air quality and attainment status in the Chicago region because the loss of nuclear-generated power could be offset by burning fossil fuels. Mr. Bloomberg responded that it is unclear what the effect on air quality of closing nuclear power plants would be.

#### **16.0 Next Meeting**

Mr. Patronsky noted that the next meeting will be on call and is anticipated to be in conjunction with public comment on the upcoming conformity amendment in September.

#### **17.0 Adjournment**

The meeting adjourned at 10:50 a.m.